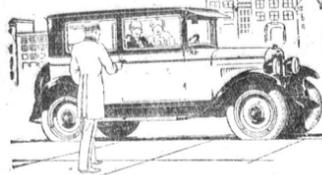


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QUALITY AT LOW COST

L. A. County Leads the State In Motor Fees

Largest Registration of All Vehicles Shown in 1926

SACRAMENTO (Special).—California motorists contributed a net total of \$6,913,700.05 toward the maintenance and repair of state and county highways in automobile license fees paid during 1926, Frank G. Snook, chief of the division of motor vehicles, announced today.

Of this huge sum \$3,721,414.55 was paid directly to the state highway commission for use on state highways. The counties of the state received a like sum, but \$529,129.06 was deducted to pay the salaries and expenses of traffic officers, leaving a net total of \$3,192,285.50. This was apportioned on the basis of automobile registrations, to the various counties for road work.

The appropriation was made on total fee-paid registrations of vehicles in 1,611,551—the largest in the history of California. The sum apportioned is the largest ever received, exceeding that apportioned in 1925 by \$407,481.75. Indicative of California's unparalleled prosperity, Snook's report shows a gain of 11 percent in motor vehicle registrations. The net gain in vehicles was 154,545. "Every county," said the motor vehicle chief, "showed substantial increases."

Los Angeles County, with a total registration of 648,907, received \$1,464,098.56, the largest sum paid any county. San Francisco, with registrations of 128,290 vehicles, received \$292,089.45, the second largest amount. Alameda County registered 129,644 vehicles and received a net total of \$245,211.35.

Records of the division indicate, Snook said, that the delinquent fees collected by the traffic officers and fines resulting from arrests they made will amount to vastly more than their salaries.

Highway News

Bulletins Tell Condition of Roads in the West

On the road between Paso Robles and Coalinga the Coalinga Mountain section is in very bad condition at the present time, according to recent information received from the touring department of the National Automobile Club, and is not advisable during wet weather.

Construction work has been completed on the main road between Murietta and Murietta Hot Springs.

The main road from Ramona to Escondido via San Pasqual is under construction. It is passable throughout, but should be driven with care, as much machinery and many workmen are in evidence. The road from Escondido to Ocean-side is in perfect condition at the present time.

The road from Laguna to Serra is in first-class condition throughout except for a short detour in leaving Laguna, where a bridge is being constructed. The detour is one-eighth of a mile in length and easily negotiated. It will be in effect for some time. From Serra to San Diego the route is in splendid condition.

The Old Spanish Trail is now a 55-percent improved, well maintained, comfortable route from San Diego, Calif., to St. Augustine, Fla., according to information received from the touring department of the National Automobile Club. It is nearly all federal standard construction. There still remain certain "barrier sections" in the remaining 5 percent which occasionally cause delays in time of storm, but these sections are under construction and will be opened during the spring and summer of 1927. Permanent markings for this route now being worked out. The western section of this highway is in a dry area of sunshine, hills, mountains, and natural grassland. The old plank road across the sand hills west of Yuma, Ariz., is now past history. The federal standard asphalt road has been completed. The Mountain Springs grade over the mountains is being paved with concrete and the detours are carefully maintained.

The route through Arizona and New Mexico is a federal standard maintained, paving, smooth and well graded. The country varies from desert to mountains with high and rolling plateaus. The highest elevation is at Bisbee, Ariz.—6030 feet. The grades are easy and never closed by winter snows. In Texas east, comfortable driving prevails and all rivers are bridged. The drive across Louisiana embraces the Mississippi River basin, and well maintained gravel, pre-eral standard roads, and on other sections motorists should watch for bad curves and railroad crossings. Florida is at work paving the whole mileage and replacing old bridges. All waterways are now bridged—no ferries. By spring of 1927 Florida will be all federal standard paved with paved or sand-clay surface. Detours where paving is in progress are well maintained, and curves are protected by fencing. Heavy rains may interrupt travel in some sand-clay sections, but the rate is good traveling throughout this state.

Good progress is now being made on the paving contract from the easterly city limits of Santa Ana to Tustin, in Orange County. The utilities, poles and pipe lines have been moved and trees taken

out to clear the way for widening of the pavement. Curb and gutter construction is well under way, and preparations are being made to place the 56-foot concrete pavement.

Two gas shovels and a fleet of dump trucks are now in operation placing riprap rock and removing slides along the 6.5 miles of coast highway in Ventura County between the point and the westerly boundary of the Rindge ranch. Riprap rock for protection of the highway embankment from ocean waves is being quarried at various places along the highway.

An emergency contract has been awarded by the state highway department for the rebuilding of the San Felipe bridge in northern Imperial County. On December 9 the San Felipe River during a heavy storm became a raging torrent and destroyed nine of the twenty spans of the highway bridge over the wash. A crossing for light traffic was provided on December 12.

Practically all the road between Ventura and Santa Barbara is now under construction. One-way traffic will be found in places which are controlled. Motorists must pass over the entire stretch slowly.

The following report of road conditions between Paso Robles and Hanford is supplied by the touring department of the National Automobile Club: Distance, 95 miles; paved to bridge just east of Union; fair dirt road, rough in places to Shandon; sandy in places near Stratford, which is impassable when wet; paved to Hanford.

Over a mile and a half of concrete pavement, 20-feet wide, has been placed on the Oxnard-Buenama road cutting in Ventura County. The grading of the roadway and installation of culverts has been completed.

An oil cake detour road has been built through the wash around the two-mile washout at the foot of Meyers Canyon. Two miles of Imperial concrete was destroyed by the flood in Meyers Creek during recent heavy storms. Studies are now being made by the state highway department to determine the best location for the rebuilding of this stretch. A survey party is now in the field, and it is probable that a new location will be chosen for a part of the distance.

The automobile has taken more than 160,000 lives in the past ten years. Forty thousand Americans have been killed in motor accidents during the last two years. According to the safety bureau of the National Automobile Club that is about ten thousand more than the number of Americans killed in action during the entire World War. Careless and reckless driving are mostly responsible for this tremendous toll, but poor lighting, complex traffic regulations, congestion, dangerous grade crossings, sharp curves, narrow bridges and other highway defects are additional hazards. By far the most of these deaths could have been prevented, with proper thoughtfulness and consideration.

U. of C. Offers Summer Course

As a part of the summer session activities of the University of California a six weeks' summer session in subtropical horticulture is to be held at the citrus experiment station, Riverside, during the period June 25 to August 6. This will be the fourth of these undertakings on the part of the university, a similar session having been held last year with an enrollment of 18 students.

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CAPITAL COMPANY

AT THE CLOSE OF BUSINESS FEBRUARY 8, 1927

ASSETS	
CASH IN BANKS	\$ 3,459,352.97
BILLS and ACCOUNTS RECEIVABLE	19,506,305.66
INVESTMENTS: SECURITIES	
Bank Stocks Domestic	\$52,680,467.83
Foreign	11,067,945.21
Other Securities Domestic	26,026,923.89
Foreign	1,257,340.58
INVESTMENTS: BUSINESS PROPERTIES	
	\$5,656,720.25
Less Mortgages	823,978.85
	4,832,741.41
INVESTMENTS: SUBSIDIARIES	
FURNITURE and FIXTURES	317,088.03
	1.00
TOTAL ASSETS	\$121,944,175.56
LIABILITIES	
BILLS and ACCOUNTS PAYABLE	\$ 5,139,743.65
RESERVES:	
For taxes, etc.	993,602.63
CAPITAL STOCK	\$56,250,000.00
SURPLUS AND UNDIVIDED PROFITS	59,560,829.28
	115,810,829.28
TOTAL LIABILITIES	\$121,944,175.56